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Torrance - Gardena Corridor District Plan

a Part of the General Plan of the City of Los Angeles

prepared by the Department of City Planning Los Angeles, California



Torrance – Gardena Corridor District - City of Los Angeles

The Torrance-Gardena Corridor District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map entitled "Torrance-Gardena Corridor District Plan Map."

PURPOSES

USE OF THE PLAN

The purpose of the Torrance-Gardena Corridor District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; promote efforts which will prevent or eliminate damage to the environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided that the total area of each type of land use, land use intensities, and physical relationships among the various land uses are not altered. Development which is not consistent with the intent and purposes of the Plan should not be allowed.

The Plan is **not** an official zone map, and does not imply any implicit right to a particular zone nor to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years in the future, it designates more land in some areas for land uses than may be needed for many years.

This Plan is subject to review and amendment, within five years, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the Torrance-Gardena Corridor District with that of other parts of the City of Los Angeles and with the adjacent portions of the metropolitan area.

2. To designate land at appropriate locations for the various types and levels of uses which will be required to accommodate population and activities projected to the year 1990.

3. To protect the natural environment of the District and to reduce pollutants.

4. To improve the aesthetic environment of the District through the development and application of appropriate design criteria.

5. To strengthen the identity of the District.

6. To provide the housing required to satisfy the varying needs and desires of persons of all social and economic groups, maximizing and enhancement opportunity for individual choice. To encourage the preservation of the residential character of the District.

7. To promote economic well-being and public convenience through:

a. Designating land for commercial purposes in quantities and patterns based on accepted planning standards and principles.

b. Designating land for industrial development without detriment to adjacent uses, and restricting types and intensities of industrial uses as necessary.

8. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.

9. To provide a circulation system coordinated with land use and adequate to accommodate necessary traffic movements, including the expansion and improvement of the public transportation system.

POLICIES

The Torrance-Gardena Corridor District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote growth. It anticipates the likelihood that growth and

change will occur, and suggests policies and programs to minimize any adverse effects of such growth and change.

The Los Angeles City General Plan encourages the preservation of open space and low-density, single-family residential areas, and the development of Centers containing intensive commercial and residential development linked by the highway and freeway systems and a rapid transit network. The Torrance-Gardena Corridor District is proposed to remain an area of Low to Medium density residential development, with a substantial amount of industrial development. No highly developed Centers are proposed.

The District Plan proposes that the City of Los Angeles annex two unincorporated County areas: "Shell Island," generally bounded by 190th Street, Vermont Avenue, 203rd Street and Normandie Avenue; and portions of "Harbor City", an area bounded by 190th Street, the Harbor Freeway, and the City boundary to the south and west.

LAND USE

Housing

Standards and Criteria:

Properties in residential zones permitting densities in excess of those designated on the Plan shall be considered for reclassification to zones corresponding to the designated densities.

The residential densities proposed by the Plan are predicated upon the full development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change, unless it is determined that the Local Streets and Major and Secondary Highways serving the general area of the property involved are adequate to serve the traffic generated.

Due to the possibility of serious long-range dangers from air pollution, no change in zone which would permit increased population should be permitted until air quality meets Federal clean air standards.

Apartments should be soundproofed and be provided with adequate open space and usable recreational areas.

Single and multiple-family housing should be made available to all persons regardless of social, economic, and ethnic status.

Additional low- and moderate-income housing is needed.

Features:

The Plan provides a residential capacity for approximately 39,300

persons, which is adequate for the projected 1990 population of 37,000. Of this total, approximately 17,740 persons would be accommodated on 975 acres (29% of total area) designated for single-family housing, and 21,560 persons would live in multiple-family housing occupying approximately 408 acres (12% of total area).

Proposed residential use categories and their capacities are:

Residential Density	D.U.'s per Gross Acre*	Persons per Gross Acre*	Gross Acres*	Percent of Residential Land	Population Capacity	Percent of Population Capacity
Low	3+ to 7	12+ to 20	974.6	70.5	17,700	45.1
Low-Medium I	7+ to 12	20+ to 30	91.7	6.6	3,000	7.8
Low-Medium II	12+ to 24	30+ to 70	222.9	16.2	11,800	30.0
Medium	24+ to 40	50+ to 100	93.4	6.7	6,700	17.1
TOTALS			1,382.6	100.0%	39,200	100.0%

* Gross acreage includes streets.

The Plan proposes that the predominant low density residential character of the Torrance-Gardena Corridor District be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of use. Deteriorating single-family dwellings in these neighborhoods should be rehabilitated and/or rebuilt for the same use.

Low-Medium Density housing is proposed adjacent to some commercial areas, and along some Major and Secondary Highways. Appropriately located older single-family areas are designated for Low-Medium Density in order to provide many of the amenities of single-family living.

Commerce

Standards and Criteria:

The commercial lands designated by this Plan are adequate in quantity to serve the projected population to the year 1990, as computed by the following standards:

1. 0.6 acres per 1,000 residents for neighborhood or convenience type commercial uses;

2. 0.2 acres per 1,000 residents for community shopping and business districts; including service uses and specialized commercial uses;

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area in neighborhood shopping areas, as designated on the Plan

Map, and at a ratio of not less than one square foot for each square foot of floor area for highway-oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer and shall be separated from residential uses by means of a solid wall and/or landscaped setback sufficient to screen the commercial operation from view.

The full commercial intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. In no case shall any intensity increase be effected by zone change, unless it is determined that the Local Streets, Major and Secondary Highways serving, and in the general area of the property involved are adequate to serve the traffic generated.

Features:

The Plan proposes that most commercially zoned land be retained for commercial purposes.

The Plan provides approximately 176 acres (5% of total area) for commercial and related parking uses. This acreage is below that which would be required to satisfy the above standards. However, established commercial facilities in adjacent areas provide adequate additional service to residents of this District. These include the facilities at Redondo Beach Boulevard, west of Vermont Avenue; Carson Boulevard, east of Normandie Avenue; Sepulveda Boulevard and Vermont Avenue; and 182nd Street, west of Western Avenue. In addition, the regional shopping center at Del Amo and Avalon Boulevards serves the District.

Commercial areas in the District along Gardena Boulevard between Vermont and Hoover Avenues and along Carson Boulevard between Western and Normandie Avenues are proposed to be further developed for neighborhood shopping to provide daily convenience services to people living nearby.

Industry

Standards and Criteria:

Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts in accordance with the general principle that jobs should be available within a reasonable commuting distance from employees' homes.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area but not less than 3 stalls for each 4 employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area, but not less than one stall for each employee on the main shift. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private

and public uses by at least a wall and/or landscaped setback sufficient to screen the industrial operation from view.

Oil wells should be landscaped and maintained in an attractive condition, especially where adjacent to residential uses.

Wherever possible, industrial uses should be concentrated in industrial parks.

Features:

The Plan designates approximately 1,241 acres, or 37% of the District, in five major industrial areas. To preserve this valuable land resource and to protect adjacent residential areas, the Plan proposes classifying all designated Limited and Light Industrial land in the restricted industrial zoning categories (MR Zones).

CIRCULATION

Highways, Freeways and Local Streets

Standards and Criteria:

Highways, freeways and streets shown on this Plan shall be developed in accordance with the Standards and Criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give streets identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping and/or other appropriate features. Streets, highways and freeways, when developed, should be designed and improved so as to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in zoning density or intensity shall be effected unless it is determined that the Local Streets and the Major and Secondary Highways serving the general area of the property involved are adequate to serve traffic needs. Adequate improvement of abutting highways and streets shall be required in connection with the approval of any such zoning intensification.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are also shown to assist traffic flow toward Major and Secondary Highways.

Public Transportation

Improved bus service should be provided to more directly connect policies continued lift page.

text continued
the various commercial, residential and industrial areas of this and adjacent communities.

Bikeways

Bikeways are proposed along power line rights-of-way, flood control channels and vacated railroad properties.

Railroads

Railroads rights-of-way through the District should be landscaped and attractively maintained.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan shall be developed in accordance with citywide standards for site area, design, and location, as provided by the various Service System Elements of the General Plan. Such development shall be sequenced and timed so as to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential densities and commercial and industrial intensities proposed by the Plan are predicated upon the provision of adequate public service facilities. No increase in zoning density and/or intensity shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

The General Plan designates two standard types of local parks:

a. **Neighborhood Park:** Minimum land area — 1 acre per 1,000 residents; minimum site size — 5 acres; spacing — approximately one-mile intervals in residential neighborhoods.

These parks provide active recreational facilities for younger children and passive recreational facilities for others.

b. **Community Park:** Minimum land area — 1 acre per 1,000 residents; minimum site size — 15 acres; spacing — approximately three-mile intervals, serving several neighborhoods.

These parks are designed to serve active and passive recreational needs of persons of all ages.

In addition, "Mini-parks" are designated for use principally by pre-school children. Mini-parks should have site sizes of 5,000 sq. ft. to one acre, and should be located where most needed.

At times, it may be necessary for portions of parks and recreation sites to be used for public rights-of-way and easements.

Features:

The Plan proposes two Neighborhood Parks and five Mini-parks. Potential locations for mini-parks are in the areas bounded by: (a) 228th Street, Plaza Del Amo Boulevard, and Western and Normandie Avenues; (b) Carson Boulevard, 223rd Street, and Western and Normandie Avenues; (c) Gardena and Artesia Boulevards, Vermont Avenue and Figueroa Street; and (d) Gardena and Athens Boulevards, Vermont Avenue and Figueroa Street.

No Community Parks exist or are proposed in this District. Community Park facilities are provided in nearby communities.

Power line rights-of-way are proposed to be used for supplemental recreational and open space purposes. It is also suggested that consideration be given to the creation of a mini-bike recreation area as an interim use on appropriately located vacant public and/or private property. Such areas should be subject to conditions adequate to protect adjacent residences from noise and other pollutants.

The Public Schools Element of the General Plan indicates that no new schools are to be built within the Torrance-Gardena Corridor District; however, additional Elementary Schools and one Junior High School are proposed in the vicinity (outside of the City, but within the Los Angeles City School District) and will serve the Corridor. The Plan proposes the opening of school playgrounds to the public for recreational use after hours and on weekends. To facilitate after hours use, school grounds should be properly lighted and landscaped.

A Community Center (approximately 200-person capacity) is suggested for the District.

A new Community Library is proposed to serve the residents of the southern part of the District.

The Police Facilities Element of the General Plan indicates a new Police Station northeast of the District at 108th and Main Streets.

PROGRAMS

The following programs establish a framework for guiding development of the Torrance-Gardena Corridor District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I Public Improvements

A. Circulation

To facilitate circulation, relieve congestion and provide mobility for all citizens, the following are needed:

1. Accelerated development of the highway and street system in conformance with the Highways and Freeways Element of the General Plan.
2. Continued planning of and improvements to the public transportation system for the District; and continued efforts to unify bus service between the SCRTD and all bus lines serving the District.
3. A public information campaign to inform citizens of existing bus service.
4. Investigation of the feasibility of metering traffic on the Harbor Freeway.
5. City initiation of the development of proposed Bikeways along power line rights-of-way, flood control channels and abandoned railroad property. Landscaping of street medians is also proposed, where feasible.

B. Recreation and Parks

The City should accelerate acquisition, expansion and improvement of designated neighborhood parks and mini-parks throughout the District.

The City should encourage continuing efforts by County, State and Federal agencies to acquire lands for open space.

C. Other Public Facilities

The development of other public facilities such as libraries should be sequenced and timed to provide a balance between land use and public services.

Where feasible new power lines should be placed underground, and the program for the undergrounding of existing lines should be expanded.

Child-care and nursery school services should be encouraged in conjunction with elementary schools.

Improved police and fire services and street lighting projects should be provided throughout the District.

D. Housing

Citywide housing programs are proposed in the Housing Element of the General Plan.

The quality of housing in the District, especially in the southern portion, is in need of selected improvement. To maintain existing housing and upgrade deteriorating homes, the following action should be taken by responsible agencies:

1. Provision of low interest loans or grants for home improvements.
2. Federal rehabilitation programs such as mortgage insurance and interest subsidies.

II Private Participation

Citizen groups are encouraged to undertake private actions for District improvement, such as:

- A. Initiating programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs within publicly owned parkways and other appropriate areas.
- C. Sponsoring clean-up and beautification programs.
- D. Utilizing federal rehabilitation programs to maintain and improve housing.
- E. Developing and maintaining mini-parks on public property, and on vacant private lands with permission of the owner as an interim use.

III Planning Legislation

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies or amendments are suggested to aid in implementation of the Plan.

A. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential uses from industrial uses and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other purposes.

B. **Discharges of Industrial Wastes:** Modifications in the Municipal Code and other statutes to better control and reduce discharges of industrial waste into the City's drainage system.

C. **Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

D. **Highway-Oriented Commercial Zoning:** Amendment of the Municipal Code to ensure off-street parking and/or drive-through capabilities for commercial activities on Major and Secondary Highways.

E. **Incentive Zoning:** Incentives for private developers to provide various desired types of development which would exceed minimum requirements.

F. **Motor Vehicle Noise Control:** Support by the City for State legislation providing stricter noise standards governing the operation of motor vehicles.

G. **Noise Ordinance:** Noise performance standards to be used in the consideration of all applications for zone changes and conditional use permits involving commercial or manufacturing facilities.

H. **Open Space Tax Relief:** Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands committed for conservation and open space uses.

I. **Property Improvement Tax Relief:** Support by the City for legislation which would provide incentives to property owners making improvements on their property.

J. **Railroad Beautification:** Support by the City for State legislation requiring railroads to maintain rights-of-way in good condition at all times and to landscape them through residential areas.

K. **Signs:** Strengthening of controls on billboards and other commercial signs.

L. **Design:** Improvement of site design standards for public and private facilities.

M. **Townhouse Zoning:** Attached single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed low-medium density residential areas.

N. **Oil Well Control:** An ordinance to redefine the boundaries of oil drilling districts within the District and to cause removal of wells within a reasonable time (CPC 20662, CF 133,650).

IV Zoning Actions

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. The City can initiate redesignation to zones appropriate to the Plan. (For example, the Torrance-Gardena Corridor District has several areas where multiple-residential zoning has intruded into single-family areas).

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for zoning proposed by the Plan as a proven need arises. Such changes of zone should be phased so that the density of development will be kept in balance with street and service systems capacity.

V Future Studies

Undertake a cooperative program for boundary adjustments (annexations and/or detachments) with the County and neighboring jurisdictions to resolve problems caused by arbitrary or irregular boundaries.

Undertake studies to determine the feasibility of sharing certain municipal services with adjacent municipalities where distance or health and safety factors present a problem.



Plan Map • Torrance - Gardena Corridor District

the Plan consists of this Map and the accompanying text.

LAND USE¹

Housing	Density	Dwelling Units Per Gross Acres ⁴	Corresponding Zones	Single Family Housing		
low ¹	3 + to 7	RS, R1, RD6, RE9	total acres 1,016			
low medium I ¹	7 + to 12	R2, RD5, RD4, RD3	% of total area .31			
low medium II ¹	12 + to 24	RD2, RD1.5	dwelling unit capacity 5,088			
medium ¹	24 + to 40	R3	Population capacity 17,700			
			Multiple Family Housing			
			total acres 410			
			% of total area .12			
			dwelling unit capacity 8,543			
			population capacity 21,500			
Commerce-Parking						
highway oriented ¹		CR, C1, C2, P	total acres 123			
neighborhood and office ¹		CR, C1, C2, C4, P	% of total area .4			
			total acres 52			
			% of total area .2			
Industry-Parking ⁵						
commercial manufacturing ¹		CM, P	total acres 44			
limited ¹		M1, MR1, P	% of total area .1			
light ¹		M2, MR2, P	total acres 113			
heavy ¹		M3, P	% of total area .3			
			total acres 634			
			% of total area .19			
			total acres 450			
			% of total area .14			
Open Space						
publicly owned I (recreation, environmental protection, school site)			total acres 4			
publicly owned II (for purpose other than recreation, environmental protection or school site)			% of total area .001			
privately owned			total acres 465			
			% of total area .14			
			TOTAL ACRES 3,307			

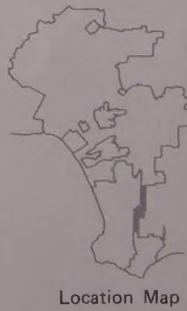
CIRCULATION

- freeway
- existing
- adopted route
- divided major highway
- major highway
- secondary highway
- collector street
- local street⁶
- bikeway
- railroad

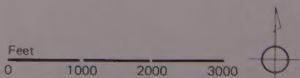
SERVICE SYSTEMS²

- Fire Protection
 - fire station
- Library
 - community library
- Power System
 - distribution station
 - receiving station
 - transmission line
- Recreation Site
 - neighborhood site
- Schools
 - elementary
 - senior high
 - special school facility
- Maintenance Yard
 -

notes:
1. Height District No. 1
2. Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
3. RD6 Zone permits apartments and attached housing.
4. Gross acreage includes one half of abutting streets.
5. Industrial areas are intended to be limited to three stories or 45 feet.
6. Local streets and freeway interchanges are shown for reference only.



Location Map





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Tom Bradley, mayor

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